

REMARKS

In view of the above amendment and the following remarks, reconsideration and withdrawal of the objections and rejections set forth in the Office Action of August 16, 2004 are earnestly solicited.

Claims 1—4 have been amended to clarify Applicants' invention. These amendments are not believed to narrow the scope of Applicants' invention. Claims 1—20 remain pending in the application.

The specification has been amended at pages 4—7, 8 and 10 to correct inadvertent errors.

The objections to the drawings and to the specification are believed mooted by the above amendments to the specification. "L_o" is not shown in the drawings, because it is merely the sum of the impedances L_a, L_b, L_x and L₃ seen by current L_i of Fig. 4. Withdrawal of the objections to the drawings and the specification is requested.

Claim 1 stands rejected under 35 U.S.C. § 112, second paragraph, as being indefinite. The rejection is respectfully traversed as being moot in view of the deletion of the term "optionally."

Claims 1—3 stand rejected under 35 U.S.C. § 102(b) as being anticipated by Heinrich (US 5,291,388). The rejection is respectfully traversed.

Heinrich does not teach, claim or suggest feeding alternating current to battery cells to provide a warming function. Heinrich's battery charging function uses direct current, not alternating current. Withdrawal of this rejection is requested.

Claims 1—3 stand rejected under 35 U.S.C. § 103(b) as being obvious over Heinrich and Vanderslice (US 5,362,942). The rejection is respectfully traversed.

In the embodiment of Fig. 3, Vanderslice uses an additional AC current source superimposed on DC battery charging current to heat the battery. Vanderslice does not teach using the same circuit for generating AC current for driving an electric motor to selectively apply its AC output to the battery for warming same. The combination of Heinrich and Vanderslice is not read upon by Claims 1—3, and these claims are believed allowable in view of the cited combination.

Claims 4—20 stand rejected under 35 U.S.C. § 103(a) as being obvious over Heinrich in view of Vanderslice and Campbell (US 4,491,779). The rejection is respectfully traversed.

As noted above, the combination of Heinrich and Vanderslice does not result in warming a battery by using the same circuit, or DC/AC converter normally used for powering the electric motor. Campbell adds nothing to the combination, because Campbell is directed to an internal combustion engine having an AC generator whose output is converted to direct current via a rectifier bridge for charging one or both batteries. Campbell has no teaching of applying alternating current for heating the batteries or to sharing of an inverter used to power an electric motor of the vehicle to also selectively supply alternating current to the batteries for heating thereof. Claims 4—20 are therefore believed to be in condition for allowance.

Claims 1—4, as currently amended, and Claims 5—20, as originally presented, are believed to be in condition for allowance, early acknowledgment of which is requested.

REQUEST FOR ACKNOWLEDGMENT OF IDS

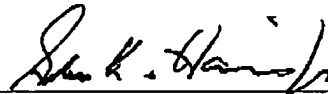
An Information Disclosure Statement for the captioned case was mailed April 26, 1999, according to Applicants' records. This IDS has not been acknowledged by the Examiner. Consideration of the information submitted is respectfully requested.

Respectfully submitted,

Dated:

November 4, 2004

By:



Gordon K. Harris, Jr., Reg. No. 28,615
HARNESS, DICKEY & PIERCE, P.L.C.
P.O. Box 828
Bloomfield Hills, Michigan 48303
(248) 641-1600

Attorney for Applicants

Ralph E. Smith
CIMS 483-02-19
DaimlerChrysler Intellectual Capital Corporation
DaimlerChrysler Technology Center
800 Chrysler Drive
Auburn Hills, MI 48326-2757
248-944-6519

09/224,467

- 15 -